

To-day's Advertisements.

POSTPONEMENT.

PUBLIC AUCTION.

UNDER instructions received from the Monteagres, Mr. H. N. Mody, will sell by Public Auction, on

SATURDAY,

the 19th May, 1888, at 3 o'clock p.m., at the Premises—

ALL THAT VALUABLE PIECE

OF GROUND,

Situate at Belcher's Bay, Lap-pai-wan, Hongkong, abutting on the North side thereof on Belcher Street and measuring thereon 200 feet, and on the South side thereof on portion of Amoy Lot No. 905 and measuring thereon 200 feet, on the East on Davies Street and measuring thereon 200 feet, and on the West on Cadogan Street and measuring thereon 200 feet, containing in the whole 40,000 square feet and registered in the Land Office, No. 205. Together with the FURNACE WORK-SHOPS and BUILDINGS thereof lately owned and occupied by the HONGKONG AND MAGLO GLASS MANUFACTURING COMPANY, as they now stand which said Piece of Ground is held for the residue of a term of 999 years subject to the Annual Rent due of \$28.57.

The Property will be offered for Sale in One Lot.

For further Particulars and Conditions of Sale, apply to

WOTTON & BEACON,

Solicitors;

35, Queen's Road;

or to

H. N. MODY,

Auctioneer,

Victoria Buildings,

Queen's Road.

Hongkong, May 17, 1888. 809

BANK HOLIDAYS.

In accordance with Ordinance No. 6, of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 21st instant (Waiter Monday), and on TUESDAY, the 22nd instant (Queen's Birthday), for the Chartered Merchantile Bank of India, London and China.

JOHN THURBURN,

Manager, Hongkong.

For the Chartered Bank of India, Australia and China.

T. H. WHITEHEAD,

Manager, Hongkong.

For the Hongkong and Shanghai Banking Corporation.

T. JACKSON,

Chief Manager.

For the Comptoir d'Escompte de Paris.

J. ARRANGER,

Acting Agent.

For the New Oriental Bank Corporation Limited.

E. W. RUPPERT,

Manager, Hongkong.

Hongkong, May 17, 1888. 815

MOORE'S GOGO SHAMPOO

WASH.

This WASH has PROVED ITSELF TO BE THE BEST PREPARATION EVER PRESENTED TO THE PUBLIC.

The BASE of this compound is made of Gogo Root. The natives of the Philippines Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this SHAMPOO WASH our clients you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely restore hair, completely oradical soot, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, and by its cooling properties relieves the stinging and fever of the scalp. Mr. MOORE has succeeded in being able to put this Wash on the market without allowing any forward, and he will guarantee it to remain in fashion in any climate.

CAMPBELL MOORE & Co., Ltd.

Under 20th Hongkong Hotel.

Hongkong, May 17, 1888. 810

NOTICE.

THE CHINESE PASSENGERS by the San Pablo on her last voyage feel bound to record their profoundest thanks to Captain REED for the kind treatment they received, and they take this opportunity of acknowledging the universal esteem in which he is held. Since ever he took command of the ship he has been noted for the kind attention he paid to the Passengers. He treated them without distinction and was careful about the minutest details.

Misfortunes happen to all. Even the wisest man finds that out of his thousand plans one fails, and it seems as if it were a decree of Providence that it should be so. We wish to state how the unfortunate accident happened to the San Pablo. On the 25th March we started from San Francisco, arriving at Yokohama after a fine passage on the 12th April. Next day we left Yokohama for Hongkong. All went well till the 17th when we were near Turnabout Island and about two or three days' sailing from Hongkong. The night of the 17th was dark as ink, a thick fog had settled down and the sea seemed black as pitch. The Captain kept blowing the whistle every minute and was very careful in his navigation. The Engines were slowed down and the vessel proceeded very slowly. About three o'clock of that night, however, she struck on a rock. We were all frightened, and we thought we might be drowned. Our fear was all the greater because the accident happened during the night and we could see nothing. The Captain, however, reassured us. The water had not risen high in the hold and we could walk about. If the Captain had not been so careful and slowed down the disaster would have been terrible. After a few hours the sun rose and numerous fishing boats came towards us and a distress flag was hoisted. The steamer Peckif then came to our assistance and the passengers and their luggage were transferred to her and brought on to Shanghai. There we stayed in a Chinese Hotel till the 26th April, when Mr. HARMAN (the agent) and the Captain having made arrangements with the steamer Canton, we were brought on by that vessel to Hongkong. We acknowledge gratefully that we owe our safety and comfort, first to Captain REED's carefulness, which prevented the San Pablo from sinking, once second to the fortunate arrival of the Peckif and third to Mr. HARMAN kindly arranging to bring us home. We must also at the same time record our sincere thanks to the Purser, Mr. JOHN RONY for the kindness and assistance he invariably bestowed on us.

Signed for the Passengers,
HOW LUM (Merchant),
TANG KAN
Committee.

Hongkong, May 17, 1888. 812

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship

Prima,

Captain J. L. Johnson, will be

despatched as above TO-

MORROW, the 18th instant, at 3 p.m.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, May 17, 1888. 762

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THE CHINA MAIL.

The Straits Times says:—The P. & O. steamer *Venice* made the run from Penang to Singapore in 30 hours.

CAPTAIN Schellon of the N. L. steamer *Panama*, which arrived in Singapore on the 6th inst. from Amoy via Hongkong and Saigon with 903 Chinese passengers on board, reports that three of his passengers died during the voyage from general debility and excessive opium-shaking. We have since learnt, however, that the Health Officer, after boarding the vessel, detained her for inspection and ordered her into Quarantine, where she is now lying. This circumstance would seem to indicate that the cause of death may have been more serious than that reported.—*Singapore Free Press*.

The performances of the Takasima Colliery's well-known chartered s.s. *Togo* during the past month is, we think, well deserving of notice, being, we believe, another 'feat on record.' She arrived here at 8.30 p.m. on April 2nd, and again at 9.30 a.m. on May 2nd, having in the interval completed five voyages to Shanghai, averaging just under six days per voyage, including loading and discharging a total of 4775 tons of Takasima Coal. And this, it must be remembered, was not done under the most favourable circumstances, as she was unavoidably detained here by a gale from 10 p.m. on the 14th to 6 a.m. on the 16th.—*Nagasaki Express*.

The Straits Times says:—Lord Knutsford will be surprised to hear that the Domestic Servants' Ordinance has been put into operation at once, in defiance of the general wish that its enforcement should be more or less indefinitely postponed. It is satisfactory to find that the Secretary of State is not committed to the principle or details of the measure. His Lordship evidently will give a ready assent to any suggestions for its amendment or improvement. The Ordinance has proved so obnoxious and unworkable that no pains should be spared to lay the case against it properly before the Home authorities. The objections to the enactment in its present form cannot fail to have weight with him.

NAVIGATION ON BOARD Chinese-owned steamers, already hazardous enough through overloading and undermanning, becomes still more risky when drink comes excessively into play among those in charge of them. The *Dali Courant* of the 28th April instances this in the case of the steamer *Petrol*, which left that Colony on the 22nd April for Penang. So untrustworthy did those in command prove that, on the next day, she had to put back with engines broken. The boilers and tube too had been badly burned. On inquiry, it turned out that the Europeans in charge had taken too much whisky before starting. The engineer has been taken into custody at Deli, and will be brought up for negligence and endangering human life.

SINGAPORE, at the present moment forms a topic of discussion in New York at the conference of representatives of the Methodist Episcopal Church from all parts of the world, now in session there. This conference meets once in four years. Dr Thorburn and the Rev. Mr Robinson who have both visited this place, intend to urge, at the conference, the advantages of raising Singapore to the rank of a separate mission instead of leaving it attached, as at present, to the Indian branch of the Church. Should the scheme be adopted, the editor of the chief newspaper in those parts, the *Chicago Tribune*, I called on him, and we conversed amicably together. Some time afterwards, when I had gone back to England, a New York paper published a criticism of Chicago and its people, purporting to have been contributed by me to the *Wall Street Journal* over here. It was a poor boy, but many people were taken in and were excusably angry. Mr Medill of the *Chicago Tribune* amongst the number. A friend telegraphed to me to know if I had written the criticism. I, of course, instantly telegraphed back that I had not written it myself. Then a Chicago paper is sent to me; and what I have the pleasure of reading, as the result of my contradiction, is this: 'Arnold denies: Mr Medill [my old friend] refuses to accept Arnold's disclaimer; says Arnold is a cat.' I once declared that in England the born lover of ideas and of light could not but feel that the sky over his head is of brass and iron.

In the *Yi Shimpō* we find some interesting statistics with regard to legal affairs in Japan during 1887. It appears that the entire number of civil suits brought before the 47 Courts of First Instance throughout the Empire, during the period under review, was 60,612, of which 5,877 were cases remaining over from the preceding year. Decisions were obtained in 54,282 of these suits, and the remaining 6,260 were transferred to the business of the current year. It results that about one case in every ten was left undecided. Turning to the lighter form of cases which are settled by the tribunals of conciliation, we find that there were 425,927, and that out of every hundred of these no fewer than 93 were brought to a conclusion. The embankment thus far constructed possesses great solidity, and absolute security from further disaster. At present Commissioner Li Hung Tso is making his temporary quarters at Yang Chou Shui, Director Li Chang Ho is staying at Lal Tang Chai, and Governor Yi is at Tung Chang. These men are acting with perfect concord, and everything is favouring the rapid progress of this undertaking. The weather has been mild and pleasant, the men are most kindly and hospitable, and all the officers seem to be inspired with a sense of responsibility. The men at the works are most lively and picturesque; an immense fleet of boats of all sizes and descriptions are passing up and down the river conveying materials, and an innumerable host of carts are coming to and fro carrying earth for the works. Clusters of villages composed mostly of thatch have sprung up, religious theatricals are given to propitiate the favour of the water deities and others, and at night the countless number of lighted lanterns, as they move about in the hands of the busy workmen, present a strange spectral scene. There are now working at both termini of the breach from 600 to 600 men as officers and overseers, and several tens of thousands of labourers. The work proceeds at the present rate and nothing happens to interrupt or interfere with its progress, the entire breach will be closed probably sometime during the fifth moon. —*Shih Po*.

The Straits Times says:—According to private advice, the sameness of life on shipboard was recently broken in upon, in a sensational manner, in the *Messageries Maritimes* steamer *Anadyr*, on her homeward voyage from Singapore. The performers in the little comedy that nearly became a tragedy, were an elderly French Colonel from Tonkin, his young wife, and a French Captain. Too great an intimacy between the two last nearly proved fatal to them. The exasperated husband fired two revolver shots at the couple, which luckily missed them. To prevent further mishaps, the commander of the steamer had to put the husband under arrest. Such an out-of-the-way romantic incident on board a mail steamer must have been made the most of by the fellow-passengers of the parties concerned.

The White Star s.s. *Arabic* has been chartered to replace the *San Pablo*, and she will arrive in Hongkong in time to leave that port for San Francisco, via Yokohama, on July 1st, that being the date on which the *San Pablo* would have left Hongkong on her next voyage, had she not been lost. The *Arabic*, in company with her sister-ship the *Coptic*, has already been running on the route, and in 1882 she made the fastest trip ever made between Yokohama and San Francisco. Leaving Yokohama on the 8th October at 6.15 a.m., she arrived at San Francisco on the 21st at 10.30 a.m., having made the passage—allowing for the difference of time, in 13 days, 21 hours, and 43 minutes, her average speed being 13.6 knots per hour. The fastest passage previously had been made by the *Oceanic*, in August, 1879, the time then occupied being 14 days, 5 hours, and 45 minutes. In the then state of the trade, the *Arabic* and *Coptic* were too large and too expensive ships, and had too much passenger accommodation to be retained on the route, and they were replaced by the new *Belgic* and *Gælic*. The *Arabic* was built in 1871 by Messrs. Harland and Wolff of Belfast. She is constructed of steel, and is 450 ft. 2 in. long, 42 ft. 2 in. beam, and 31 ft. 6 in. depth. Her gross tonnage is 4,363, and her registered tonnage 2788.—*Japan Gazette*.

NEWS FROM HONAN.

A gentleman who has just arrived from Honan has given us the following particulars of the progress of river works in that province. Since the 13th moon of last year the work of reparation has been going on daily and night under the direction of Li Hung Tso, President of the Board of Ceremonies, and imperially appointed Commissioner of River Works in Honan; Li Chung Ho, Director of the same department; and Ni Pao Che, Governor of Honan. At the initial stages of the work, on account of the rigours of the winter and the ice in the river, the progress of reparation was slow and difficult, which was accentuated by the lack of necessary materials that had not arrived. Since the advent of spring, however, these materials have been coming in rapidly, already eighty per cent. of all the materials required have arrived. The work of constructing the fascines is progressing most rapidly, and every effort is being put forward to finish the completion of the work. At first three days were required to construct one chain of embankment, it is now 5 ch'ang long and 2 ch'ang wide, but the three high officers above-mentioned having issued a proclamation to the effect that should the workmen be able to construct one chain in one day, they will be rewarded by an extra compensation of Rs. 1,000/- the labourers have all been inspired by the magnificence of the offer, and by doubling their energies, are actually making one chain of embankment.

On the 14th April the men at the western terminus of the breach had completed thirty ch'ans, and those at the eastern terminus eighteen ch'ans. Although the time of the spring freshets has come, the waters have not risen to any considerable extent. On the 23rd of the last moon, which was the tomb-worshipping festival, the water at the gap rose five feet, but on the next day it subsided again. The wind was high, but fortunately there was no rain, and the workmen were able to proceed without interruption or delay. The embankment thus far constructed possesses great solidity, and absolute security from further disaster. At present Commissioner Li Hung Tso is making his temporary quarters at Yang Chou Shui, Director Li Chang Ho is staying at Lal Tang Chai, and Governor Yi is at Tung Chang. These men are acting with perfect concord, and everything is favouring the rapid progress of this undertaking. The weather has been mild and pleasant, the men are most kindly and hospitable, and all the officers seem to be inspired with a sense of responsibility. The men at the works are most lively and picturesque; an immense fleet of boats of all sizes and descriptions are passing up and down the river conveying materials, and an innumerable host of carts are coming to and fro carrying earth for the works. Clusters of villages composed mostly of thatch have sprung up, religious theatricals are given to propitiate the favour of the water deities and others, and at night the countless number of lighted lanterns, as they move about in the hands of the busy workmen, present a strange spectral scene. There are now working at both termini of the breach from 600 to 600 men as officers and overseers, and several tens of thousands of labourers. The work proceeds at the present rate and nothing happens to interrupt or interfere with its progress, the entire breach will be closed probably sometime during the fifth moon. —*Shih Po*.

CHINESE CHARACTERISTICS.

THE ABSENCE OF NERVES. It is a very significant aspect of modern civilization which is expressed in the different uses of the word "nervous." Its original meaning is "possessing nerve; strong; vigorous." One of its derivative meanings, and the one which we by far most frequently meet, is "Having the nerves weak or diseased; subject to, or suffering from undue excitement of the nerves; easily excited; weakly." The varied and complex physiology by which the peculiar phases of nervous disease are expressed, has become by this time familiar to our ears as household words. There is no doubt that civilization, as exhibited in its modern form, tends to unduly nervous excitement, and that nervous diseases are relatively more common than they were a century ago. But what we have now to say, does not concern those who are especially subject to nervous diseases, but to the general mass of Occidentals, who, while not in any specific condition of ill health, are yet continually reminded, in a great variety of ways, that their nervous systems are a most conspicuous part of their organization. We allude, in short, to persons who are "nervous," and we understand this term to include all the people who live in the lands from which we have come. To the Anglo-Saxon race, at least, it seems a matter of course, that those who live in an age of steam, and of electricity, must necessarily be in a different condition as to their nerves, from those who lived in the old days of sailing packets, and of mail-coaches. Our is an age of extreme activity. It is an age of rush. There is no leisure, so much as to sit, and the nerves are kept

in a state of constant tension, with results which are sufficiently well known. Business men in our time have an eager restlessness, at least those who do their business in Occidental lands, as if they were in monetary expectation of a telegram—as they often are—the contents of which may affect their destiny in some fatal way. We bear this unconscious state of mind in a multitude of acts. We cannot sit still, but we must fidget. We finger our pencils, while we are talking, as if we ought at this particular instant, to be rapidly inditing something, ere it be forever too late. We rub our hands together, as if preparing for some serious task, which is about to absorb all our energies. We twirl our thumbs, we turn our heads with the swift motion of the wild animal which seems to fear that something dangerous may have been let loose. We have a sense that there is something which we ought to be doing now, and into which we shall proceed at once to plunge, as soon as we shall have dispatched six other affairs, of even more pressing importance. The effect of overworking our nerves shows itself, not mainly in such afflictions as "fiddler's cramp," "telegrapher's cramp," "writer's cramp," and the like, but in a general tension. We do not sleep as we once did, either as regards length of time, or soundness of rest. We are awakened by slight causes, and often by those which are comparatively trivial, such as the twitter of a bird on a tree, a chance ray of light straggling into our darkened rooms, the motion of a shutter in the breeze, the sound of a voice, and when sleep is once interrupted, it is banished. We take our daily life to rest with us, and the result is that we have no real rest. In an age when it has become a kind of aphorism, that a bank never succeeds until it has a president who takes it to bed with him, it is easy to understand, that while the shareholders reap the advantage, it is bad for the president.

We have mentioned thus fully these familiar facts of our every-day western life, to point the great contrast to them, which one cannot help seeing, and feeling too, when he begins to become acquainted with the Chinese. It is not very common to dissect dead Chinamen, though it is done, but we do not hear of any reason for supposing that the nervous anatomy of the "dark-haired race" differs in any essential respect from that of the Caucasians. But though the nerves of a Chinese, as compared with those of the Occidental, may be, as the geomanticians say, "similar and similarly situated," nothing is plainer than that they are nerves of a very different sort from those with which we are familiar. It seems to make no particular difference to a Chinese how long he remains in one position. He will sit all day, like an automaton. If he is a handicraftsman, he will stand in one place from dewy morn till dusky eve, working at his weaving, his gold-heating, or whatever it may be, and do it every day, without any variation—in the monotony, and apparently with no special consciousness that there is any monotony to be varied. In the same way Chinese school children are subjected to an amount of confinement, unrelieved by any recesses or change of work, which would soon drive Western pupils to the verge of insanity. The very infants in arms instead of crawling and wriggling as our children begin to do as soon as they are born, are impulsive and as mad as any mad gods. And at a more advanced age, when Western children will vie with the monkey in its wildest flights, without any variation in the monotony, and apparently with no special consciousness that there is any monotony to be varied. In the same way Chinese school children are subjected to an amount of confinement, unrelieved by any recesses or change of work, which would soon drive Western pupils to the verge of insanity. The very infants in arms instead of crawling and wriggling as our children begin to do as soon as they are born, are impulsive and as mad as any mad gods. And at a more advanced age, when Western children will

have almost universal it is for the patients to bear without flinching a degree of pain from which the stoutest of us would shrink in terror. It would be easy to expand this topic alone into an essay, but we must pass it by, merely calling attention to a remark of George Eliot, in one of her letters. "The highest calling and election, she says—reflected no doubt, by theological formulas for which she had no taste—is to do without opinion, and to bear pain with clear-eyed endurance." If she is right, there can be little doubt that most Chinese, at least, have masterfully calling and election. It remains to speak of the worries and anxieties to which humanity is everywhere subjected in this distressed world. The Chinese are not only as accessible to these evils as any other people, but far more so. The conditions of their social life are such, that in any given region, there is a large proportion who are always on the ragged edge of ruin. A slight diminution of the rainfall means starvation to hundreds of thousands. A slight increase in the rainfall means the destruction of their houses by destructive floods, for which there is no known remedy. No Chinese is safe from the entanglement of a lawsuit, which, though he is perfectly innocent, may work his ruin. Many of these disasters are not only seen, but their stealthy and steady approach is perceived, like the gradual shrinking of the Iron Shroud. To us, nothing is more dreadful, than the momentary expectation of a calamity, which cannot be foreseen, and which may bring all that is horrible in its train. The Chinese face these things, perhaps because they seem to be their normal state, with a "clear-eyed endurance," which is one of the race. Those who have witnessed the perfectly quiet starvation in times of devastating famine, of millions, will be able to understand what is meant. To be fully appreciated, it must be seen, but seen on no matter what scale, it is as difficult for an Occidental really to understand it, as it is for a Chinese truly to understand the idea which the Anglo-Saxons have inherited and developed, of personal and social liberty. In whatever aspect we regard them, the Chinese are and must continue to be to us more or less a puzzle, but we shall make no approach to comprehending them, until we have set aside firmly in our minds, that as compared with us, they are gifted with the absence of nerves.

THE HYDERABAD MINING SCANDAL.

Bombay, 29th April.—A special telegram says that a letter in the *Times* white-washes Abdul Huk, and demands evidence of the charges against him. It declares this is an intrigue to ruin him, in consequence of his having pressed for a bolder policy than the Ministers.

The Company's shares have fallen, notwithstanding a telegram from Mr Furnival that the Nizam's Government is supporting the Company. Mr Inverarity and Mr Baillie Lang, two leading Barristers in Bombay, have been retained by Abdul Huk to prepare his defence, and Mr Jardine has been retained by the Hyderabad Government. In London the Hyderabad Government is represented by the Attorney-General.

THE DERBY.

Bombay, May 1.—A London telegram to the *Bombay Gazette* says the following are the probable starters for the Derby:—

Friar's Balsam, Oscar, Orby, Ayrshire, Morgan, Morgan, Batchelor, Crockrey, Marlborough, Marmiton, Arundel, and Norton Pure. All prophets plump upon Friar's Balsam. The betting is as follows:—

—to 1 on Friar's Balsam, 5 to 1 against Ayrshire, 10 to 1 against Crockrey, and 25 to 1 against Oscar.

Subsequent telegrams state that Friar's Balsam has been scuttled.

THE TWO THROTTEND GUINEAS.

Bombay, April 25.—A London telegram to the *Times* of India says the following is the betting on the Two Thousand Guineas:—

—2 to 1 on Friar's Balsam, 5 to 1 against Ayrshire, and 10 to 1 against Crockrey.

TELEGRAMS.

Hongkong, May 17.

JUDGE HAS BEEN GIVEN IN THE BIG CASE.

Dickson versus the East Indian Railway. The plaintiff claimed Rupees 75,000 damages for wrongful dismissal. He had been several years in the Railway Company, and was dismissed after a month's notice, and he refused to accept the tender of a month's pay. Mr Justice Trevelyan held that under the Company's rules, with which the plaintiff should have made himself conversant, Mr Dickson was only entitled to one month's notice or one month's pay. Furthermore as he brought about the litigation, he would have to pay defendant's costs.

We have had most unusually wet and stormy weather since Friday, causing some damage to property on the river and shore. Chidress and three adjacent villages of Houghly on Friday suffered from a tornado similar to the Dacca storm. Though only lasting three minutes, it created immense havoc. Some twenty lives were lost, and over seventy persons injured and considerably property destroyed.

Mr Elias S. Gutby has presented rupees 10,000 to the Zemana Hospital, which is to be established here in connection with the Committee of Dufferin's Fund.

Sir Lepel Griffin has postponed his departure from India for a week, and it is thought to be owing to the rotten state of affairs at Indore, where the Maharaja is reported to be dying.

THE FRENCH PRESIDENT'S TOE.

Paris, 1st May.—President Carnot has returned to the Elysée from his tour, which is considered to have been a political success.

NEW ARCHBISHOP OF DUBLIN.

London, 1st May.—It is reported that Archbishop Moran, who is now in Sydney, will replace Archbishop Walsh in Dublin.

THE TREATMENT OF FOREIGNERS IN JAPAN.

A translation in a recent issue of the *Herald* of a paragraph that appeared originally in the *Hochi Shimpo* goes to show that foreign residents in this country are likely to have things made as uncomfortable for them by the Government as the existing treaties will permit. The paragraph in question states that when Count Ito was at the head of the Foreign Office and the negotiations for the revision of the treaties were progressing toward a conclusion, foreigners were treated with great mildness. For instance, although notices of agencies and branches of foreign firms were posted outside of the foreign concession, no measures were taken for their prevention or suppression, nor did the Foreign Office raise objections when foreigners sent in requests for the continuation of the term of their passports for travel in the interior. These small matters were all passed unnoticed, so that tourists and merchants travelling in the interior were greatly facilitated. The *Hochi* then goes on to assert that all this agreeable manner of dealing with aliens is to cease, the reason given being that, as the treaty revision conference has come to an end, so also has the necessity of consulting the convenience of foreigners! This explanation of the predicted change is hardly complimentary to the good faith of the Government, because an inference is that the past liberality for which the authorities received so much credit was simply portion of a carefully considered scheme to achieve their ends. Granted, however, such to be the case, and that the maneuver was justified, it really appears hard that upon foreign shoulders is to fall the punishment for the treaty revision fiasco. It is pretty generally believed that the conference was brought to a conclusion by the Japanese Government, and that this action on their part resulted from an intrigue the objects of which are not gradually becoming more apparent. Be that as it may, all restrictions possible are, if the *Hochi* is creditably informed, to be enforced. The chief desire of foreigners, it says, is freedom of travel in the interior, and as this is one of the special conveniences that are to be stipulated for in the treaty, it is undesirable that they should get before the proper time what they are asking for, otherwise they may refuse our claims for the revision of the treaty on the plea that they would gain nothing thereby, therefore the Foreign Office should take full cognizance of these matters with the view of preventing their future recurrence. As it is, the authorities are taking greater care in the control of the establishment of foreign agencies in the names of Japanese outside of their concessions, the continuation of the term of passports issued, and the incorporation of joint stock companies for the purchase of land and buildings in the Japanese town. Although for foreigners will feel more or less inconveniences, they may be given to us by the *Hochi* in the form of a fine, and this is to be expected.

THE EMPEROR'S HEALTH.

Bombay, April 30.—Private telegraphic intelligence received in Bombay says Emperor Frederick's malady is now pronounced to be non-dangerous, and there is no longer a fair prospect of recovery.

YEREVACHTA.

Caleutta, May 2nd 1888.—A fire broke last night about 8 o'clock, in the block of warehouses on the jetties belonging to the Port Commissioners in which large quantities of pieces goods, gunnies and other merchandise were stored. The fire was extinguished this forenoon; but the place was greatly damaged. Fortunately the building had massive brick walls and the floors, girders and beams were of iron, which prevented its spreading to the other blocks. The outer walls seem uninjured and probably the roof is only slightly damaged. The origin of the fire is unknown, but it is thought to be due to spontaneous combustion, caused by some gunnies being damaged when stored.

THE SUPPRESSION OF DACOITS.

Mails.

Mails.

Intimations.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, PENANG,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID,
MARESSES, MALTA, GIBRALTAR,
BRINDISI, AND LONDON:
ALSO
MADRAS, CALCUTTA, AND
AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ANCONA, Captain W. J. Webber, with
Her Majesty's Mail, will be despatched
from this for LONDON direct, via SUZU
CANAL and usual Ports of Call, on
SATURDAY, 19th May, at Noon.

Cargo will be received on board until
4 p.m.

Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the
Company's Black Bills of Lading.

Passengers desirous of insuring their baggage
can do so on application at the Company's Office.

E. L. WOODIN,

Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, May 8, 1888. 753

U. S. MAIL LINE.

PACIFIC MAIL STREAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
RIO DE JANEIRO will be despatched
for San Francisco via Yokohama on
SATURDAY, the 19th instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central,
and South America, by the Company's and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

Fiat-class Fares granted as follows:—

To Vancouver & Victoria, Mex. \$160.00

To San Francisco \$200.00

To San Francisco and return, 1 350.00
available for 6 months.

To Liverpool 325.00

To London 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage and
Freight, apply to the Agency of the
Company, No. 502, Queen's Road Central,
C. D. HARMAN,
Agent.

Hongkong, May 2, 1888. 715

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND ATLANTIC & OTHER CONNECTING
STEAMERS.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STREAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

THE Steamship GABRIEL will be
despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 30th
Instant, at 3 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. on the
day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$200.00

To San Francisco and return, 1 350.00
available for 6 months.

To Liverpool 325.00

To London 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%.

This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 502, Queen's Road Central,
C. D. HARMAN,
Agent.

Hongkong, May 10, 1888. 774

PUBLICATIONS.

'CHINA MAIL' OFFICE.

—

CHINA REVIEW—published once in
Two Months.

OVERLAND CHINA MAIL—for every
Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding
promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
2, Wyndham Street (behind the Club).

Hongkong, May 10, 1888. 774

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
caused by the discontinuance of 'Notes and
Queries on China and Japan,' has reached the
Fourteenth Volume. The Review discusses
those topics which are uppermost in the
minds of students of the Far East, and
about which every intelligent person con-
cerned with China or Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
Papers on the Arts, Sciences, Technology,
Fiducia, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
parture has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be more generally gen-
eralized.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China, etc., and to give
criticisms embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works to
Editor, 'China Review,' care of 'China
Mail' Office.

The Notes and Queries are still continued
and form an important means of obtaining
from and diffusing among students know-
ledge on obscure points.

The Correspondent column also affords
further and greater facilities for the inter-
change of views, and discussion of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the curious Consulates, the Im-
perial Customs, and Hongkong Services,
and also by the Missionaries who amongst
them a high degree of Chinese scholars-
hip is usually cultivated. Amongst the
regular contributors are Dr. Chalmers,
Eitel, Prechtelius, and Hirth, Professor
Lengyel, and Messrs. Ballou, Waterson, Scott,
Phillips, McIntyre, Green, Johnson,
Fabre, Kupen, Palmer, Physiak, Giles,
Fison, and Taylor, all well-known names,
indicative of sound scholarship and thorough
mastery of their subjects.

The Subscription is fixed at \$1.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to; Address, 'Man-
ager, China Mail' Office.

To be followed by the S.S. PARTHIA,
on the 21st June, and S.S. ABYSSINIA,
on the 12th July.

OPINIONS OF THE PRESS.

All our learned societies should sub-
scribe to this scholarly and enterprising
journal.—Northern Christian Advocate (U.S.)

'The China Review' ** * * is an ex-
cellent table of contents.—Celestial Empire.

'The Publication always contains subjects
of interest to journeymen in the Far East and
the present issue will hold favourable if not
admirable comparison, with preceding
numbers.—Celestial Empire.'

This number contains several articles
of interest and value.—North China Herald.

'The China Review' for September is other-
wise fully maintains the high standard of
excellence which characterizes that publica-
tion, and altogether forms a very
interesting and readable number. Me-
tropolitans will find an interesting and
valuable contribution by Dr. Fritsch,
on 'The Amount of Precipitation (Rain and Snow)
of Peking,' showing the results
of observations made at the Imperial Russian
Observatory at Peking, from 1842 to
1859. 'Notes on the Dutch Occupation of
Formosa,' by Mr. Geo. Phillips, contains
some very interesting information, although
much of it is second-hand. The Notices of
New Books include a most generous and
appreciative review of 'The Divine Classic
of Nan-Hua' and the Notes and Queries
are as usual very interesting.—North China
Daily News.

A substantial and reliable Review which
will do well to patronize.—Urgyachanen.

The November-December number of
the China Review contains less variety than
usual, but the few articles are very interest-
ing. The opening paper by Mr. Herbert
A. Giles on 'The New Testament in Chinese'
throws a question of that must neces-
sarily be of great importance in the eyes
of all missionaries. Mr. E. H. Parker's
'Short Journeys in Szechuan'
are continued, and a good instalment of
those travel in the interior of China is
given. Mr. F. H. Balfour contributes a
paper of some length entitled 'The Em-
peror Cheng, founder of the Chinese Em-
pire,' which will be read with genuine
interest by students of Chinese history.

A few short notices of New Books are
included, a number of Notes and Queries, one of
which 'On Chinese Oaths in Western Burma
and Java' might appropriately have been
placed under a separate heading, complete
the number. H. K. Daily Press.

Trübner's Oriental Record contains the
following notice of the China Review:—

The present publication, judging by the
number now before us, is intended to
occupy a position, as regards China and the
neighboring countries, some what similar to
that which has been filled in India by the
Calcutta Review. The great degree of atten-
tion that has been bestowed of late years
upon the investigation of Chinese literature,
antiquities, and social developments, to say
nothing of linguistic studies, has led to the
accumulation of important stores of informa-
tion, rendering some such channel of publica-
tion as is now provided extremely desir-
able, and contributions of much interest
may fairly be looked for from the members
of the foreign consular services, the Chinese
Customs corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and who are severally represented in the first
number of the Review by papers highly
creditable to their respective authors.

Some translations from Chinese novels and
plays are marked by both accuracy and fresh-
ness of style; and an account of the career
of the Chinese post-statesman of the eleventh
century, Su Tung-p'o, by Mr. E. C. Bowra,
is not only historically valuable, but is also
distinguished by its literary grace. Beside
notices of new books relating to China and
the East, which will be a useful feature of
the Review, if carried out with punctuality
and detail, we are glad to notice that
'Notes' and 'Queries' are destined to
find a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its prede-
cessor in the field, and that the China Review
may receive the support necessary to insure
its continuance.

Mr. Andrew Wind,
News Agent, &c.

21, PARK ROW, NEW YORK: is
authorized to receive Subscriptions,
Advertisements, &c., for the China Mail,
Overland China Mail, and China Review.

Printed and bound at MODERATE CHARGES.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 502, Queen's Road Central,
C. D. HARMAN,
Agent.

Hongkong, May 14, 1888. 797

THE CHINA MAIL.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, enclosing at
Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the
Harbour *c*.

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

- From Green Island to the Gas Works.
- From Gas Works to Jardine's Wharf.
- From Jardine's Wharf to the Harbour Master's Office.
- From Harbour Master's to the P. and O. Co.'s Office.
- From P. and O. Co.'s Office to Pedder's Wharf.
- From Pedder's Wharf to the Naval Yard.

Section.

- From Naval Yard to Blue Buildings.
- From Blue Buildings to East Point.
- From Kollent's Island to North Point.
- Kowloon Wharves.
- Jardine's Wharf.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Fero	Ger. str.	
Peking	Ger. str.	Shanghai
Kwang Lee	Chi. str.	Shanghai
Clara Babuyan	Brit. bge.	
L'Avveniro	Br. Sui. sc.	
Sebastian Bach	Ger. bge.	
Sibtrion</td		